Attachment 4 to Item 2.1.1.

DA0035/25 – Amended Traffic Impact Assessment

Date of meeting: 17 July 2025
Location: By Audio-Visual Link
Time: 10am

Ref: 0921r01v05

16/10/2024
Urban City Planning
Building 2, 4 Christie Street
Windsor NSW 2756

Attention: Greg Hall

RE: 9-13 BELLS LINE OF ROAD, NORTH RICHMOND
ALTERATIONS AND ADDITIONS TO AN EXISTING LICENSED PREMISES
TRAFFIC & PARKING IMPACT ASSESSMENT

Dear Greg,

PDC Consultants has been commissioned to undertake a traffic impact assessment for a Development Application (DA) relating to the site at 9 - 13 Bells Line of Road, North Richmond. Specifically, the DA seeks consent for the alterations and additions to an existing licensed premises to use the first floor as a bar and dining area s well as a proposed new open verandah along Pitt Lane:

- A new entry to the building.
- Use of the upstairs level for proposed new bar and dining.
- Overall increase in 55.7 m^2 gross floor area (GFA).
- On-site car parking for 34 car parking spaces.

The assessment contained here within is based on an increase in GFA of 55.7 m^2 however, it is relevant to note that the first floor area was previously utilised as a function room associated with the hotel. This use would likely result in a much larger patronage attendance and parking demand, however, may not be as frequent as the proposed bar and dining use. The assessment is based on an increase in GFA and is considered as conservative.

The site is located in the Hawkesbury local government area (LGA). The proposed development has therefore been assessed in accordance with the Hawkesbury Development Control Plan 2023 (HDCP 2023) and Hawkesbury Local Environmental Plan 2012 (HLEP).

HISTORICAL APPROVAL

The site has been the subject of previously approved DA applications as listed below:

- DA 68A/365/69 for extension to the existing hotel and provision for 130 on-site car parking spaces.
- DA 242/89 for extensions to the hotel and provision of a bottle shop. Approval for 73 car spaces however it is understood that approved plans showed only 47 car spaces and available area to provide the required 73 spaces.
- Subdivision Application (SA) 122/92 to subdivide the site into two lots with the hotel required to provide 40 car spaces.
- DA 0257/14 for minor alterations and additions to the hotel and provision of 40 car spaces.

It is noted that the most recent approval has been granted to DA 0257/14 involving enclosing the verandahs on the ground and first floor and minor alterations to the northeastern corner of the site to include an extension of the existing bar with a GFA increase of only 1.6 m^2. A car parking provision of 40 spaces in total, was approved for these additions at the time.

The approval of 40 car spaces, however, has since been reviewed based on survey information and found that the site under current approvals is physically unable to provide the 40 car parking spaces.

LOCATION AND SITE

The subject site is located at 9-13 Bells Line of Road, North Richmond, being approximately 3.4 kilometres northwest of Richmond Railway Station and 55 kilometres northwest of the Sydney CBD. More specifically, the site is a corner plot, bounded by Pitt Lane to the north and Bells Line of Road to the east.

The site is comprised of a single lot, formally identified as Lot 21/-/DP832826 and is irregular in configuration having an area of approximately 1,950 m^2. The Pitt Lane and Bells Line of Road frontages have lengths of approximately 33 metres and 55 metres respectively. The southern and western boundaries of the site border a gas station and residential dwellings respectively, with lengths of approximately 51 metres and 44 metres respectively.

The site currently accommodates an existing pub, namely North Richmond Hotel, with on-site car parking and vehicle access driveways onto Pitt Lane and Bells Line of Road (via access / easement rights to the neighbouring service station). On-site parking is generally informal, however for the purpose of this assessment is assumed to accommodate 34 car parking spaces.

Figures 1 and 2 overleaf provide an appreciation of the location of the site in a broad and local context respectively.

ROAD NETWORK

The road network in the vicinity of the site is shown by Figure 1, with the following roads considered noteworthy:

- **Bells Line of Road:** forms part of an TfNSW State Road, MR 184 and carries circa 20,000 vehicle per day. It runs in a south east to north west direction, between Kurrajong Road and Chifley Road. It connects from North Richmond to Bell. In the vicinity of the site, it is subject to 60km/h speed zoning restrictions and accommodates two lanes of traffic in each direction, including a left turn-only lane along the western kerbsides, with buses excepted. There is no kerbside parking in near the site.
- **Pitt Lane:** a local road that generally provides access to the development site and neighbouring retail centre, connecting between Bells Line of Road and Riverview Street. Near the site, it is subject to 50km/h speed zoning restrictions and accommodates a single lane of traffic for westbound traffic only with significantly lower volumes than compared to Bells Line of Road, estimated at 2000 vehicles per day largely as a result of the retail centre. Kerbside parking is generally permitted on both sides of the carriageway either as unrestricted or limited to 1P.

PUBLIC TRANSPORT SERVICES

Figure 3 overleaf shows the public transport services that are available within the vicinity of the site. As can be seen from Figure 3, the site benefits from good access to bus services, being situated within 400 metres of bus stops located Bells Line of Road which are serviced by 3 bus routes.

Richmond Railway Station is the closest station to the site, and can be accessed via bus routes 668, 680 and 682 which all stop on East Market Street, next to the railway station. Richmond Railway Station is serviced by T1 Leppington to

Richmond service and T2 Emu Plains/ Richmond City service which provide appropriate connectivity to the wider train transport network.

The site therefore benefits from excellent access to bus and rail services, and will result in a high uptake of public transport by both staff and customers for journeys to and from the site.

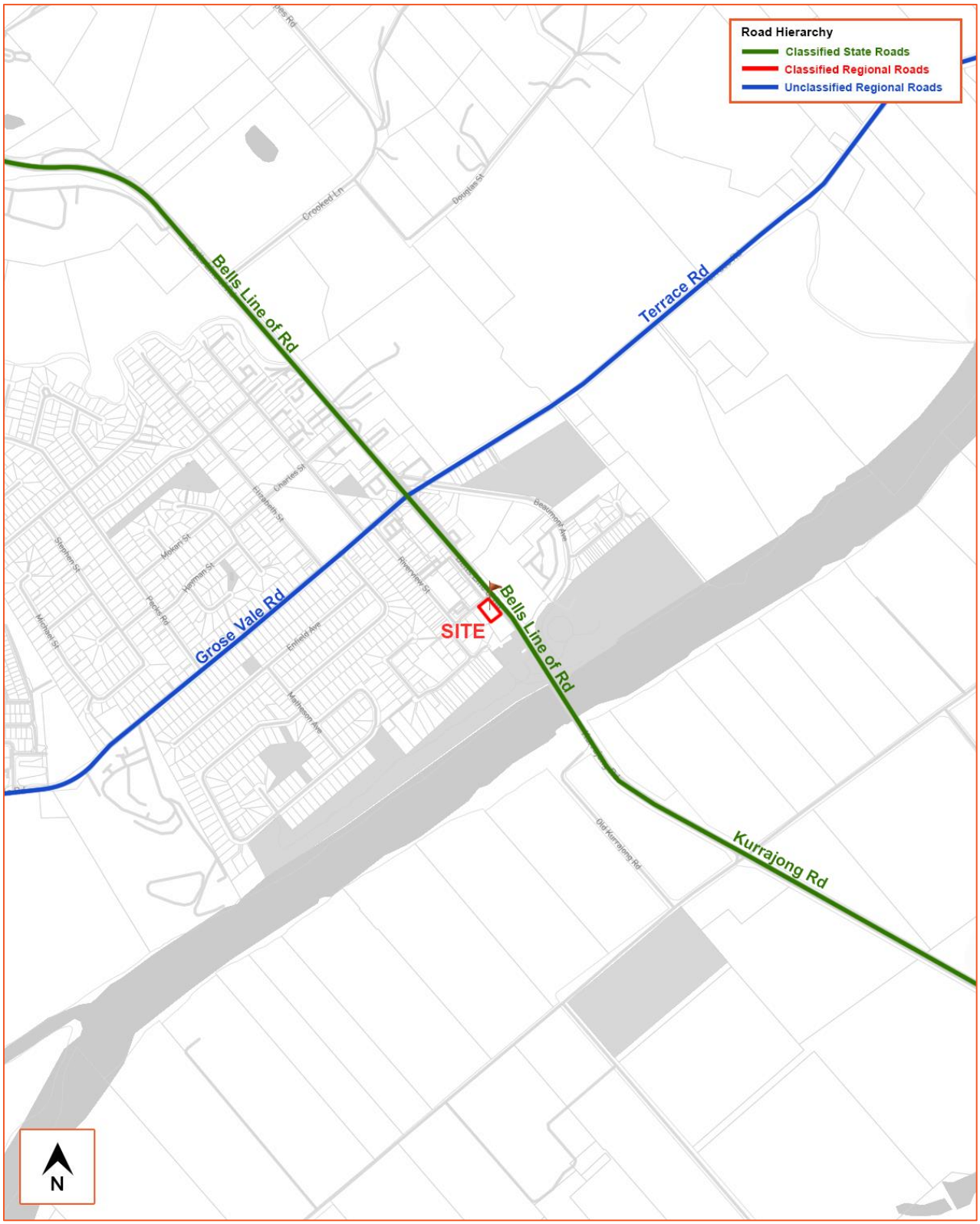


Figure 1: Location & Existing Road Hierarchy Plan

Figure 2: Site Plan

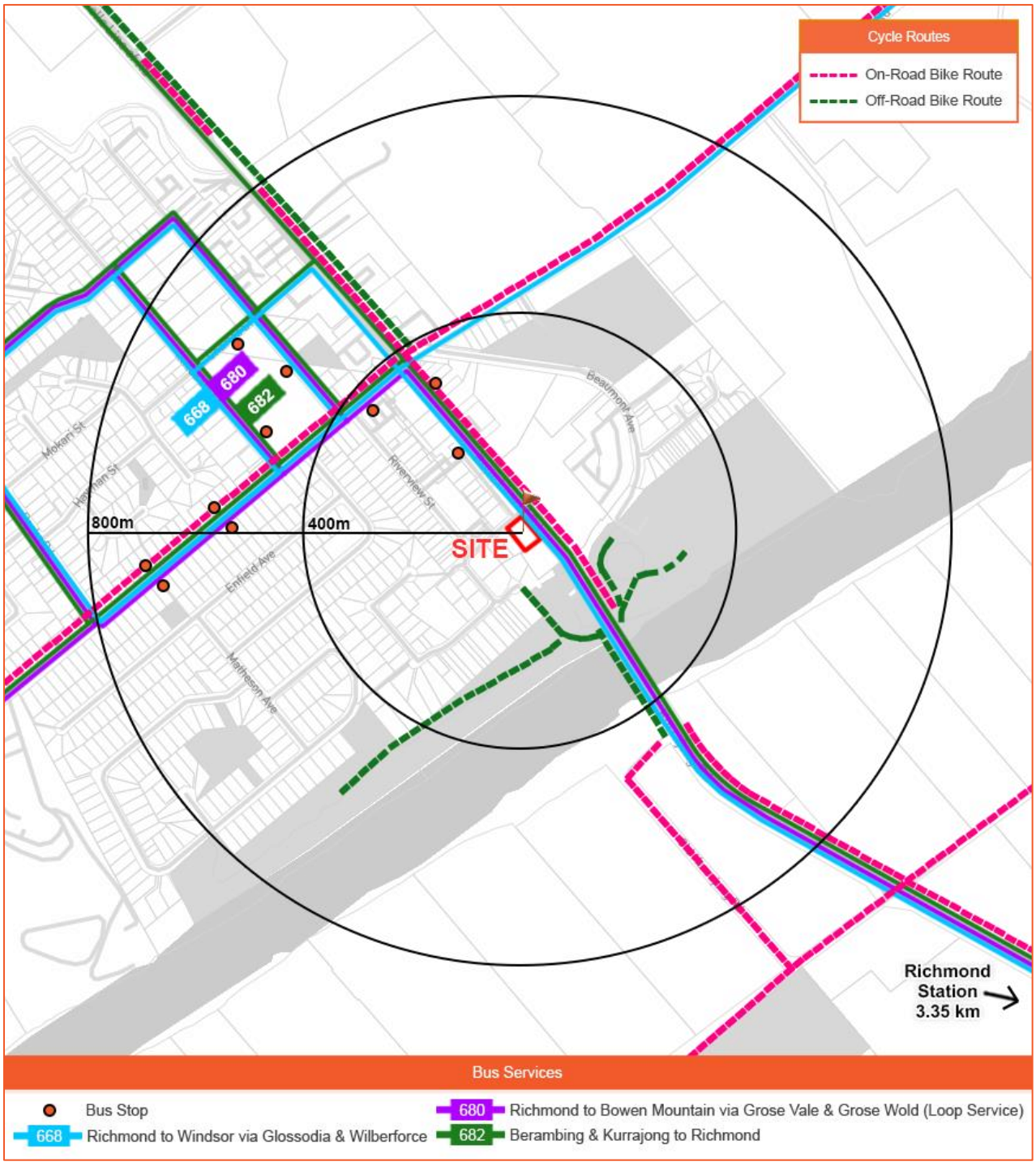


Figure 3: Public and Active Transport Services

EXISTING CAR PARKING SURVEY

As noted previously, car parking on the site is generally informal however a nominated 34 car parking spaces has been identified. Previous approval for the site required a provision of 40 car parking spaces, however it is evident that informal operation and physical constraints of the site have limited the availability of parking in certain locations.

A parking survey was conducted on Friday 9 February and Saturday 10 February 2024 to gauge the parking occupancy rates during the peak times for the premises. An extract of the results are summarised in the following **Table 1** below with the detailed report provided in **Attachment 2**.

Table 1: Existing Car Park Occupancy Survey

AREA OF STUDY	SURVEY DAY	CAPACITY	CAR PARKING OCCUPANCY							
			12:00-1:00 PM	01:00-2:00 PM	02:00-3:00 PM	03:00-4:00 PM	04:00-5:00 PM	05:00-6:00 PM	06:00-7:00 PM	07:00-8:00 PM
North Richmond Hotel Car Park	Friday	34	23	21	16	16	13	15	26	22
	Saturday		24	22	18	14	16	18	26	28
Other on-street and off-street	Friday	100	79	79	68	73	63	67	68	80
	Saturday		82	80	72	51	44	62	83	87

It is evident that the during the peak lunch and dinner hours, there is a maximum of 28 cars on-site within a one-hour interval. The provision of even 34 spaces is in excess as, on average, the establishment will generate a demand for around 21 parking spaces during peak hour on a Saturday.

Furthermore, the client has provided a summary of the patron occupancies on-site from Tuesday 23 January to 29 February 2024. It is noted that a period of this timeframe overlaps with the school holidays (which finished on Monday 29 January 2024), however the notable patronage findings are:

- Peak days for the premises are a Friday and Saturday, with peaks consistently at 6:00-7:00pm.
- The survey undertaken on Saturday was recorded during busiest days of February and is a good reflection of peak utilisation on-site.
- The survey undertaken on Friday was recorded during the third busiest Friday for the month of February and is similarly a fair representation of peak utilisation on-site.

With regard to other available car parking locations, both on-street (being Pitt Lane) and off-street (being the adjacent public car parks), there is approximately 100 car parking spaces within close proximity of the premises of which 18 are available during the busier retail period of 12:00-1:00pm and 13 are available during the busier nighttime trade (7:00-8:00pm).

PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Statement of Environmental Effects prepared separately by Urban City Planning. In summary, the DA seeks consent the alterations and additions to an existing licensed premises to use the first floor as a bar and dining area as well as a proposed new open verandah along Pitt Lane:

- A new entry to the building.
- Use of the upstairs level for proposed new bar and dining.
- Overall increase in 55.7 m^2 GFA.
- On-site car parking for 34 car parking spaces.

A copy of the relevant architectural drawings are included in **Attachment 1** for reference.

CAR PARKING

It is noted that the existing GFA for the development will remain the same, with the only increase in GFA being the repurposing of the first floor and the proposed new bar and dining area totalling a GFA of roughly 55.7 m^2. Thus, the parking requirement will be assessed on the increase in GFA as a result of the DA.

Table 2 below the car parking requirement of the proposed GFA increase as a result of development based on the applicable parking rates under HDCP 2023.

Table 2: Car Parking Requirement & Provision

TYPE	GFA	DCP PARKING RATE	REQUIREMENT
Licensed Pub	55.7 m^2	1 space per 20m^2 1 space per bedroom or motel type unit	2.8 (3)
		Total	***3***

Table 2 shows that the proposal is required to provide three car parking spaces under the HDCP 2023. It is reiterated that the first floor is previously used as a function centre for the hotel and the repurpose such that usage and parking demand from the first floor already exists. Furthermore, on occasions when the first floor is in use as a function centre, additional staff are likely rostered on.

With reference to **Table 1**, the parking occupancy survey shows that the development only generates a demand for around 28 parking spaces during peak hour. The current provision for on-site car parking is 34 spaces and under a peak time scenario, there is an excess of six spaces that are unused. The peak parking occurred at 7:00-8:00pm which is slightly offset to the typical patronage peak hour of 6:00-7:00pm.

With due regard to the peak hour, which occurs well after typical business hours of other nearby businesses and the general on-street peak, there is ample car parking both on-site and off-site to cater for the reduction inf car parking from the prior approval (being 40 car spaces now down to 34) and the required increase under HDCP 2023 (being three car spaces per **Table 2**). This is demonstrated in **Figure 4** and **Figure 5**.

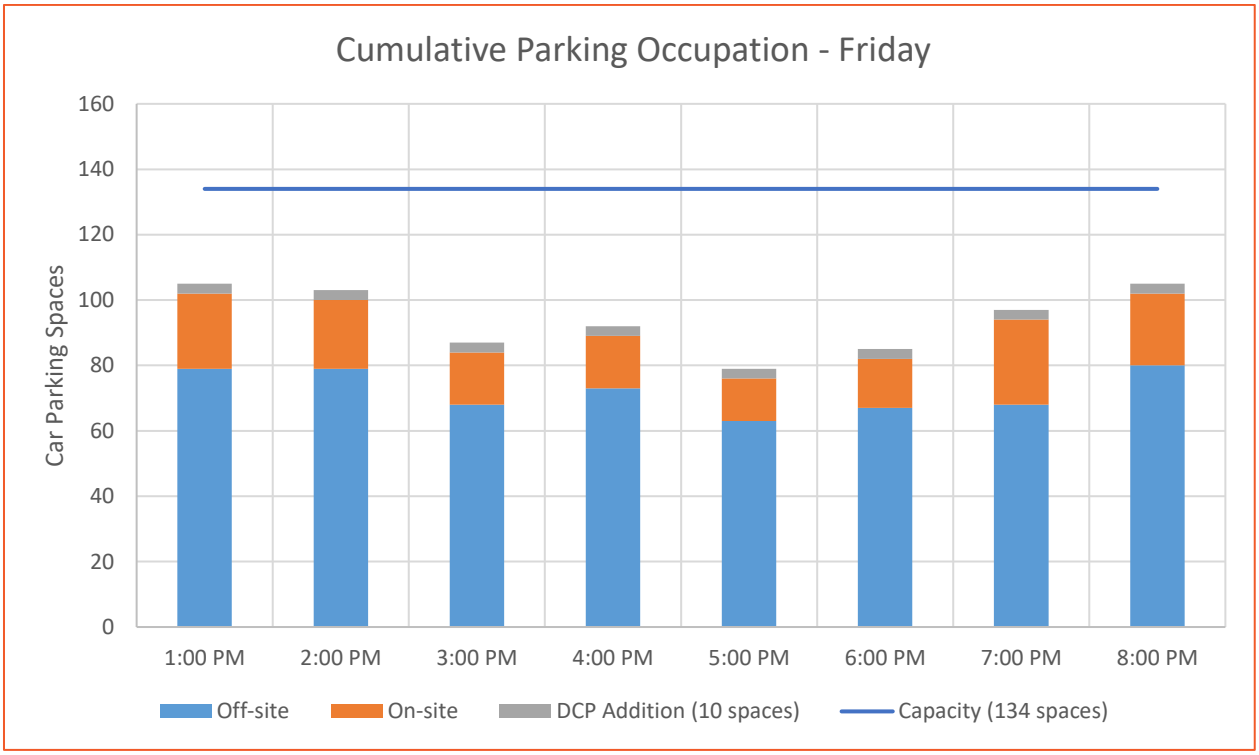


Figure 4: Friday Cumulative Parking Demand

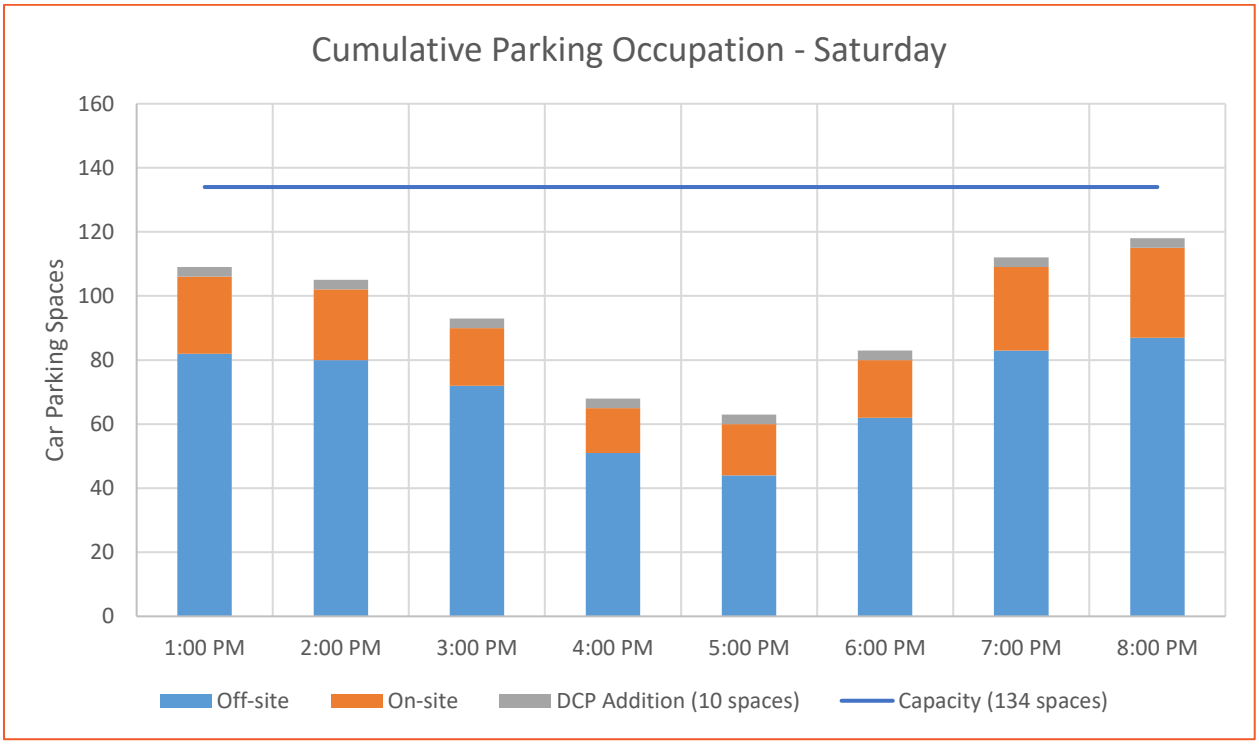


Figure 5: Saturday Cumulative Parking Demand

Furthermore, given the nature of the establishment, it is expected that there would be a lower driver mode share as alcohol will be served in the premises with car pool and alternate modes of transport being relied upon. As such, a significant proportion of the patrons will be relying on other modes f transport such as carpool, public transport, Uber etc. Thus, the car parking demand is expected to be lower than the rate employed by the HDCP 2013.

SERVICE VEHICLE PARKING & WASTE COLLECTION

Waste collection and deliveries occurs on-site outside of peak patronage periods. No allocated loading bay is provided however use of the car park, as currently occurs, will continue. This arrangement can be formalised under a loading management plan as part of the site's development consent, if required.

TRAFFIC GENERATION

The proposed development is expected to generate minimal peak hour traffic generation given a high proportion of customers would utilise alternate and sustainable modes of transport, the peak patronage and parking demand is outside the typical on-street commuter peak hour and there is a relatively minor increase in staffing and vehicle trips associated with staff.

Accordingly, impact of traffic generated by the proposed development on the performance of the external road network or key intersections in the locality will be minimal.

The traffic impacts of the proposed development are therefore considered acceptable.

DESIGN ASPECTS

Access

Vehicular access is from the existing locations on Pitt Lane and the adjacent service station through existing use / easement rights. Access to Bells Line of Road can then be found from either of these two locations. The Pitt Lane access is proposed to be one-way access, with swept paths provided in **Attachment 3**.

The car parking is considered to be Category 1 in AS 2890.1 and therefore, provision of 3 to 5.5 metre wide driveways is acceptable. In response, the design accommodates two access points with minimum 5.5 metres achieved for two-way locations and minimum 3.0 metre width for single lane access.

Parking Modules

The design of the car parking area is in accordance with User Class 2 of AS 2890.1, requiring 2.5 metre wide, 5.4 metre long parking spaces and a 5.8 metre wide parking aisle. A 1.0 metre blind aisle extensions is provided in dead-end aisle, which are no greater than six car spaces in length.

Two-way passing is demonstrated in **Attachment 3** and with detailed signage and linemarking able to be conditioned.

Head Heights

The car park area is generally 'open-air' and thus there are no known headroom restrictions that would encroach into the 2.2 metres required for car access, or 4.5 metres required for truck access.

Other Design Aspects

Swept paths for car and truck access are provided in **Attachment 3**. As noted previously, waste collection and delivery will continue to occur as it currently does within the car park and can be formalised under a loading management plan if required, and conditioned accordingly.

SUMMARY

In summary:

- PDC Consultants has been commissioned to undertake a traffic impact assessment for a DA relating to the site at 9 – 13 Bells Line of Road, North Richmond. Specifically, the DA seeks consent for the alterations and alterations to an existing licensed premises to use the first floor as a bar and dining area as well as a proposed new open verandah along Pitt Lane:
    - A new entry to the building.
    - Use of the upstairs level for proposed new bar and dining.
    - Overall increase in 55.7 m^2 GFA.
    - On-site car parking for 34 car parking spaces.
- Car parking demands have been assessed and considered to be adequately accommodated by the on-site car parking and use of publicly available off-site parking locations. The peak parking and utilisation of the site is well after the neighbour retail land uses and is unlikely to result in any noticeable impact to parking conditions.
- The proposed development will generate minimal traffic generation given a high proportion of customers would utilise alternate and sustainable modes of transport, the peak patronage and parking demand is outside the typical on-street commuter peak hour and there is a relatively minor increase in staffing and vehicle trips associated with staff.

The proposed development is therefore supportable on traffic planning grounds. Please contact the undersigned should you have any queries or require any further information.

Yours sincerely,

Hayden Calvey
Principal Traffic Engineer, PDC Consultants

Email: hayden@pdcconsultants.com.au

Attachments:

1) *Architectural Drawings*
2) *Parking Surveys*
3) *Swept Paths*

Attachment 1

A3

2.715

10.67

ADJOINING MULTI UNIT DEVELOPMENT

REMOVE KERB & CONSTRUCT NEW KERB WITH CARSPACE AT NOM KERBLINE (0.15) FROM BACK OF KERB
PAVEMENT EXTENSION 200MM CRUSHED SANDSTONE WITH 100MM DGB20

21.72

RENDERED RETAINING WALL ON BOUNDARY

28.58

33.6

8 BAYS 2.5 X 5.4

90 DEGREE PARKING

5400

500

BITUMEN SURFACE TO REMAIN
FILL POTHOLES & IRREGULARITIES
WITH COMPACTED DGB20
BROOM SURFACE & APPLY
2 COATS HOIT BITUMEN SEAL

5800

+23.50

1 BAY 2.4 X 6.5

3 BAYS 2.4 X 6.2

PARALLEL PARKING

PAINTED HOLD SIGN & NO ENTRY

NO ENTRY

+24.00

7874 LIFT WELL TO BDY

5106 AISLE

7700 VERANDAH TO BDY

ONE WAY

2400

VERANDAH ROOF
EXTENDED OVER
EXTERNAL STAIRS

6300

PROPOSED
REMODELLED
ENTRY

PROPOSED
LIFT

PROPOSED VERANDAH

LOT 21
DP 832826

6 BAYS 2.5 X 5.4

7 BAYS 2.5 X 5.4

5400

5800

5400

EXISTING SINGLE STOREY PORTION

EXISTING 2 STOREY HOTEL

PROPOSED VERANDAH OVER FOOTPATH

SEE ELEVATION & GROUND FLOOR PLAN FOR FOOTPATH REMODEL

K4G

LANE

PITT

6380

(A) RIGHT OF CARRIAGEWAY

GRATED DRAIN TO REMAIN

CARPARK

5800

EXIST CONCRETE SURFACE

GARDEN BED

GARDEN BED

44.92

9 BAYS 2.5 X 5.4

5400

55.72

PARKING KERB TO REMAIN ABT .300 TO BDY

EXISTING VERANDAH

EXIST PAVED VEHICLE
CROSSOVER TO REMAIN

+23.00

BELLS LINE OF ROAD

SITE PLAN

DEVELOPMENT APPLICATION

CONCEPT DRAWING NOT TO BE USED FOR CONSTRUCTION
DO NOT SCALE OFF DRAWING
21 AUGUST 2024

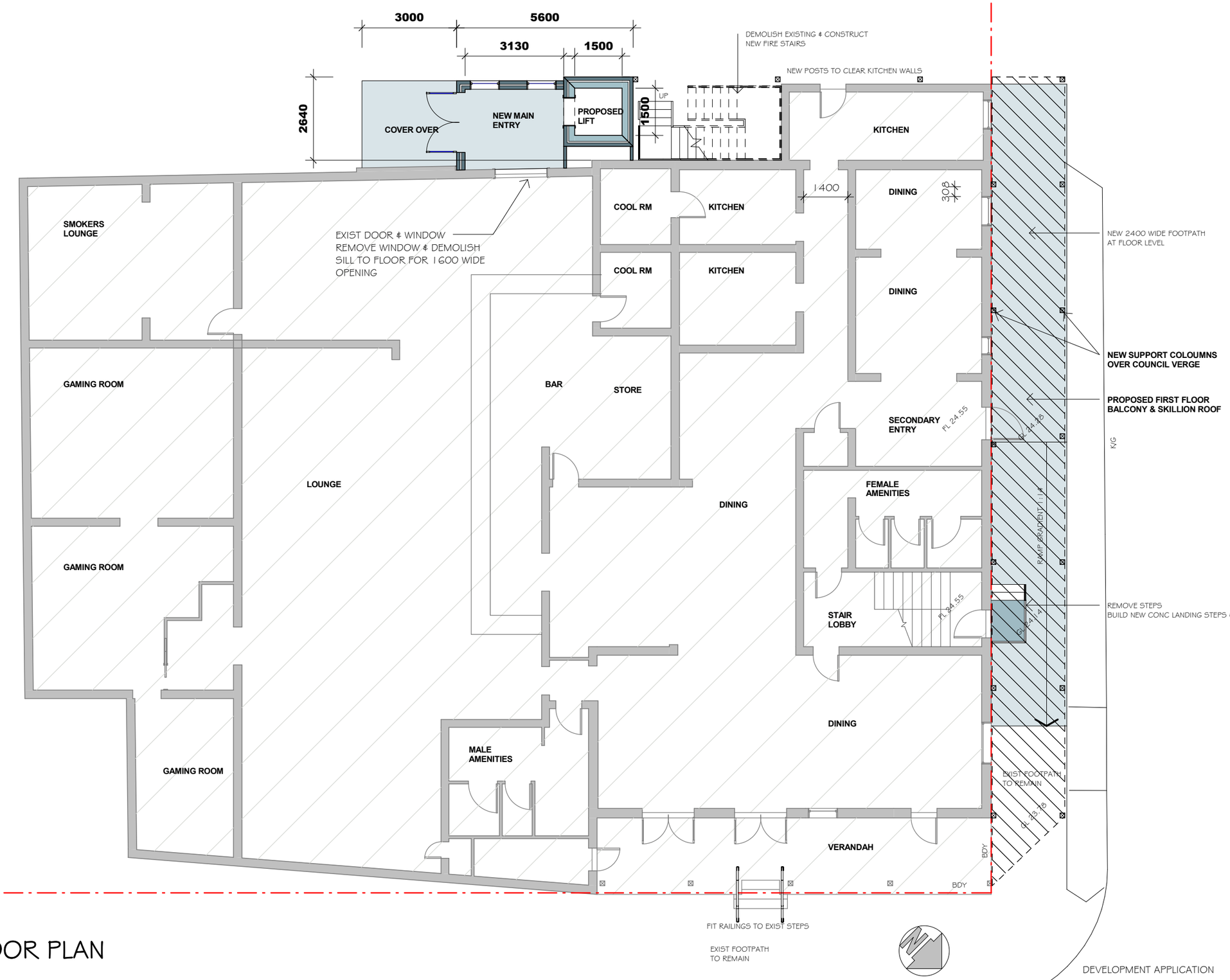
HOTEL RENOVATIONS & ADDITIONS

13 BELLS LINE OF ROAD, NTH RICHMOND

1 : 200

DA1 1400

A3



GROUND FLOOR PLAN

DEVELOPMENT APPLICATION

CONCEPT DRAWING NOT TO BE USED FOR CONSTRUCTION
DO NOT SCALE OFF DRAWING

21 AUGUST 2024

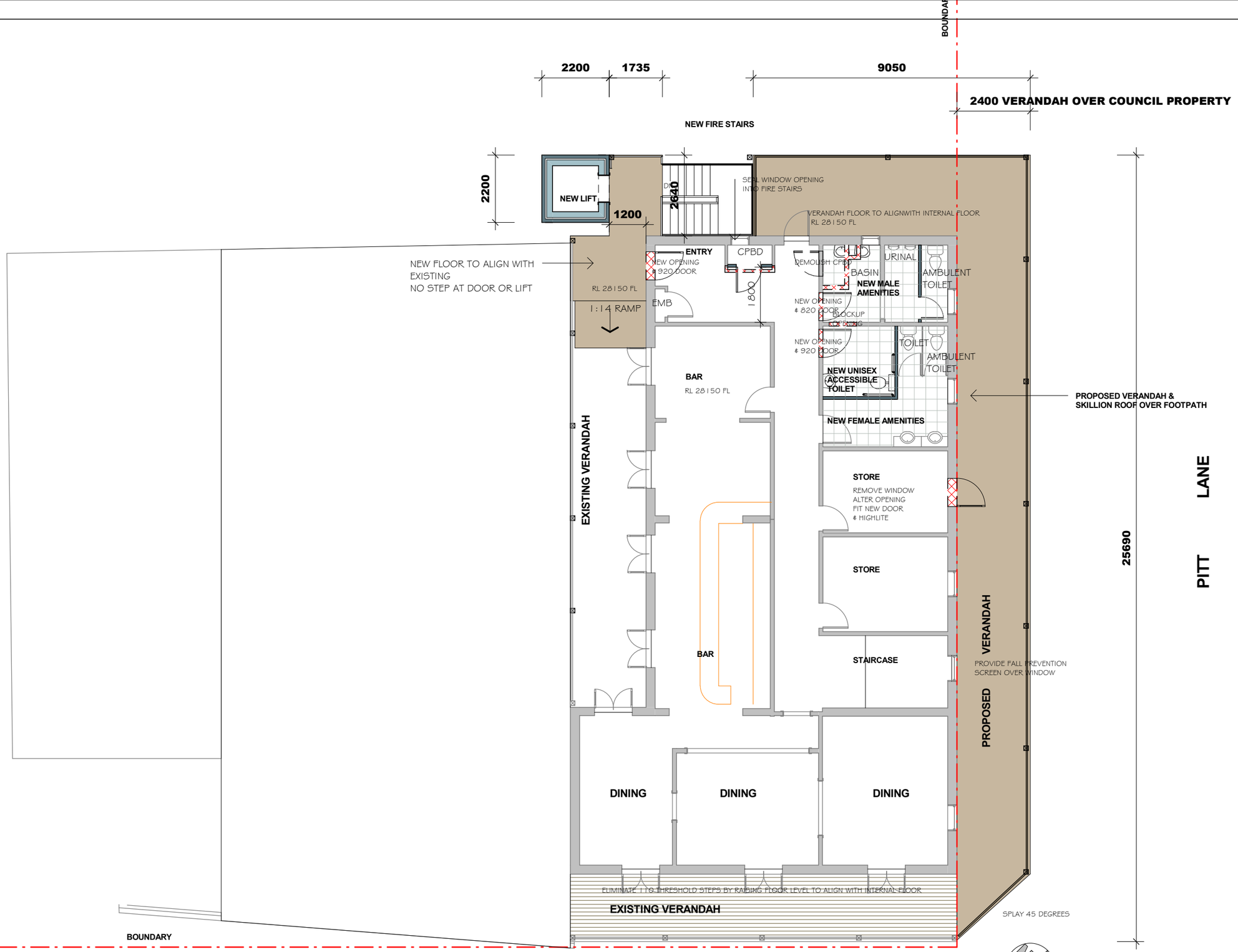
HOTEL RENOVATIONS & ADDITIONS

13 BELLS LINE OF ROAD, NTH RICHMOND

1:125

DA2 1400

A3



FIRST FLOOR PLAN

DEVELOPMENT APPLICATION

CONCEPT DRAWING NOT TO BE USED FOR CONSTRUCTION
DO NOT SCALE OFF DRAWING
21 AUGUST 2024

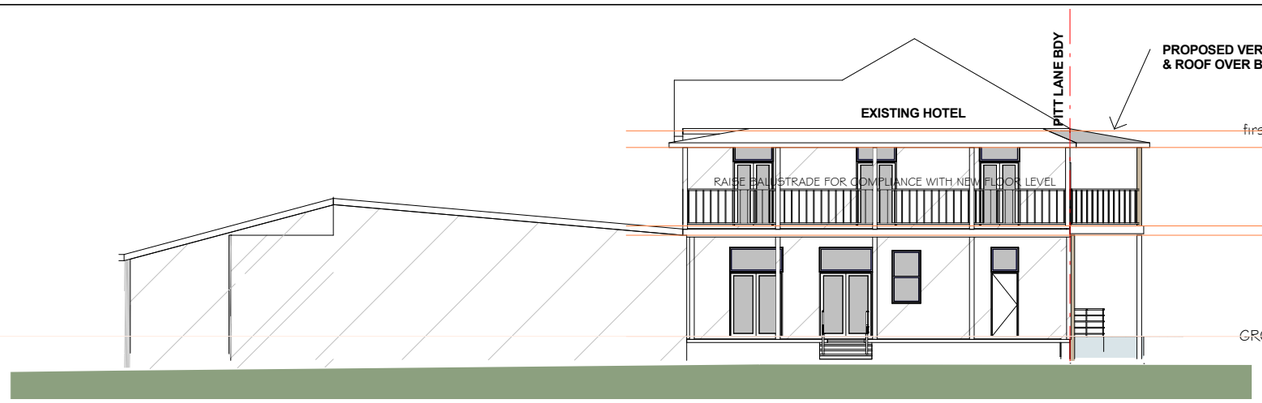
HOTEL RENOVATIONS & ADDITIONS

13 BELLS LINE OF ROAD, NTH RICHMOND

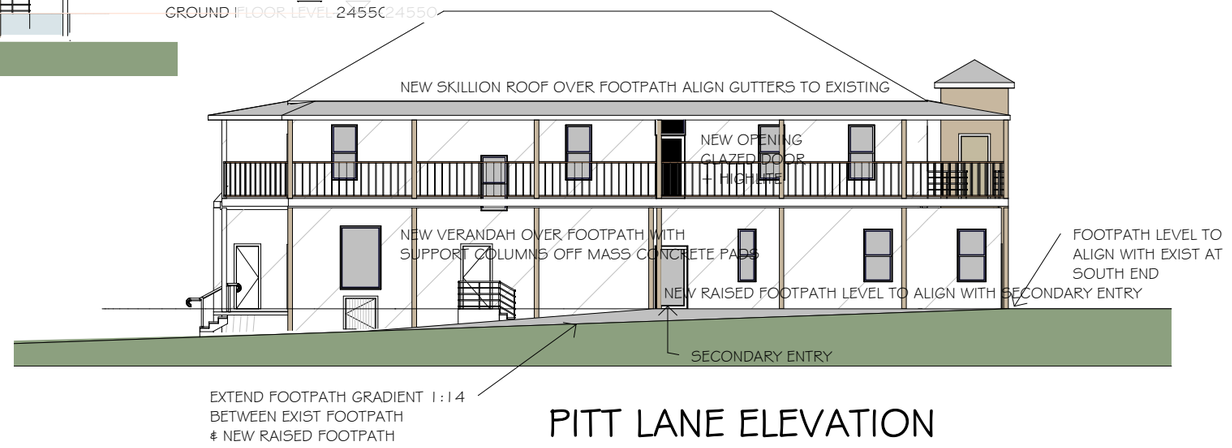
1:125

DA3 1400

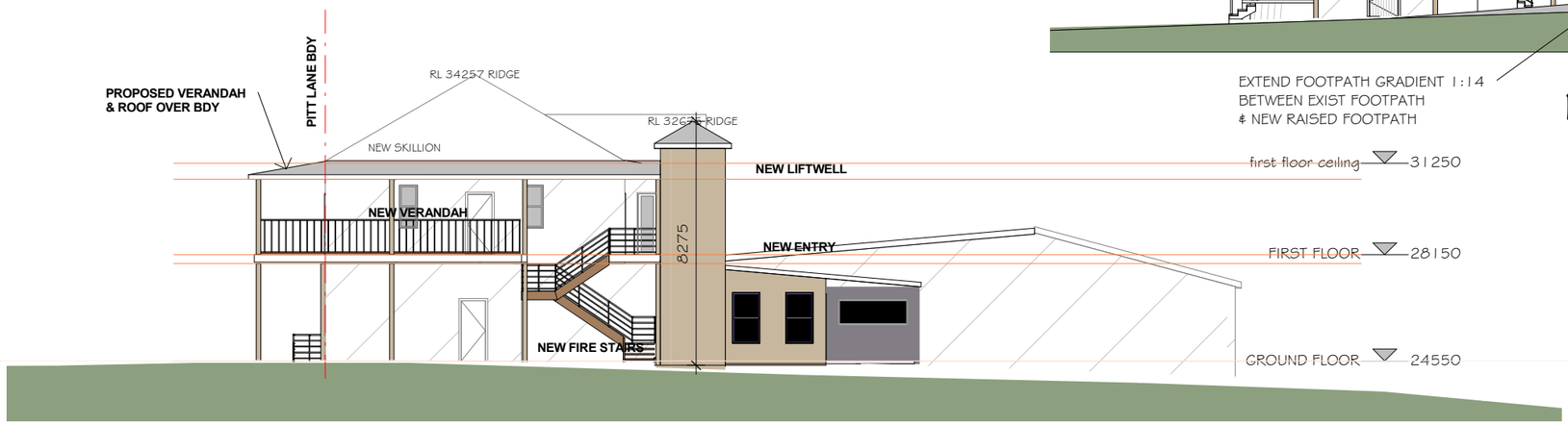
A3



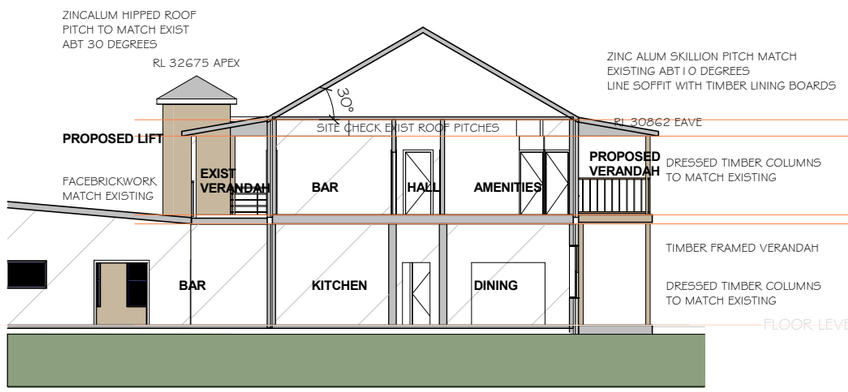
BELLS LINE OF ROAD ELEVATION



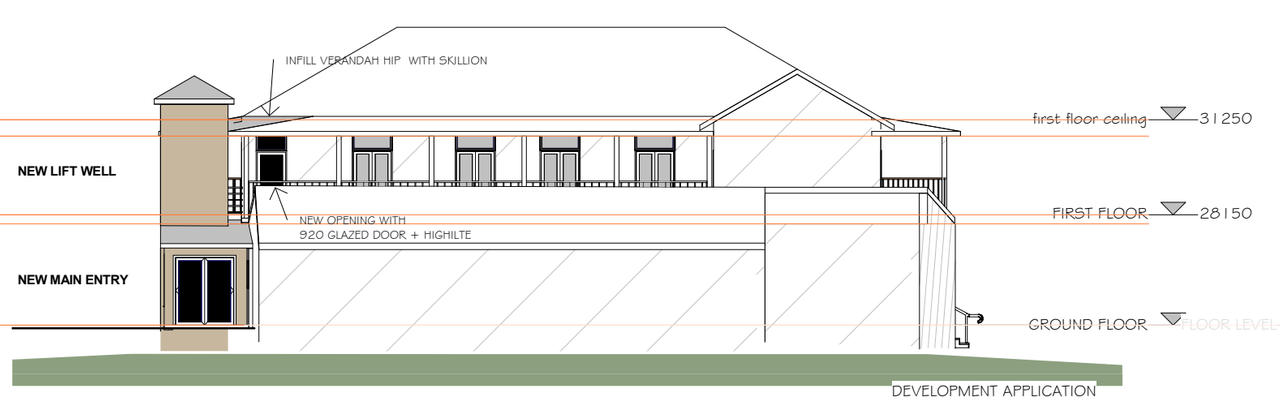
PITT LANE ELEVATION



SOUTHWEST ELEVATION



CROSS SECTION



SOUTHEAST ELEVATION

DEVELOPMENT APPLICATION

CONCEPT DRAWING NOT TO BE USED FOR CONSTRUCTION
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21 AUGUST 2024

HOTEL RENOVATIONS & ADDITIONS

13 BELLS LINE OF ROAD, NTH RICHMOND

1:200

DA4 1400

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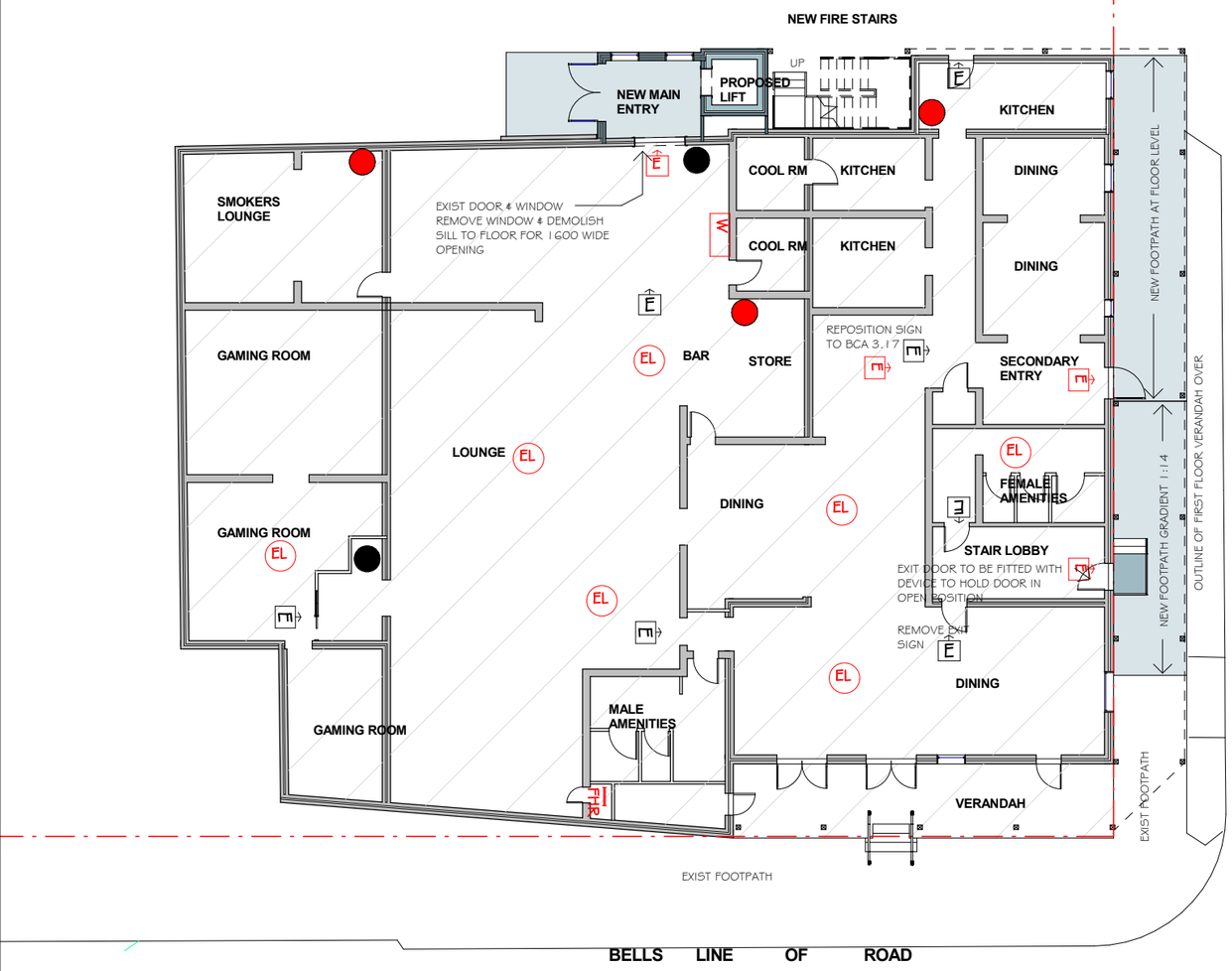
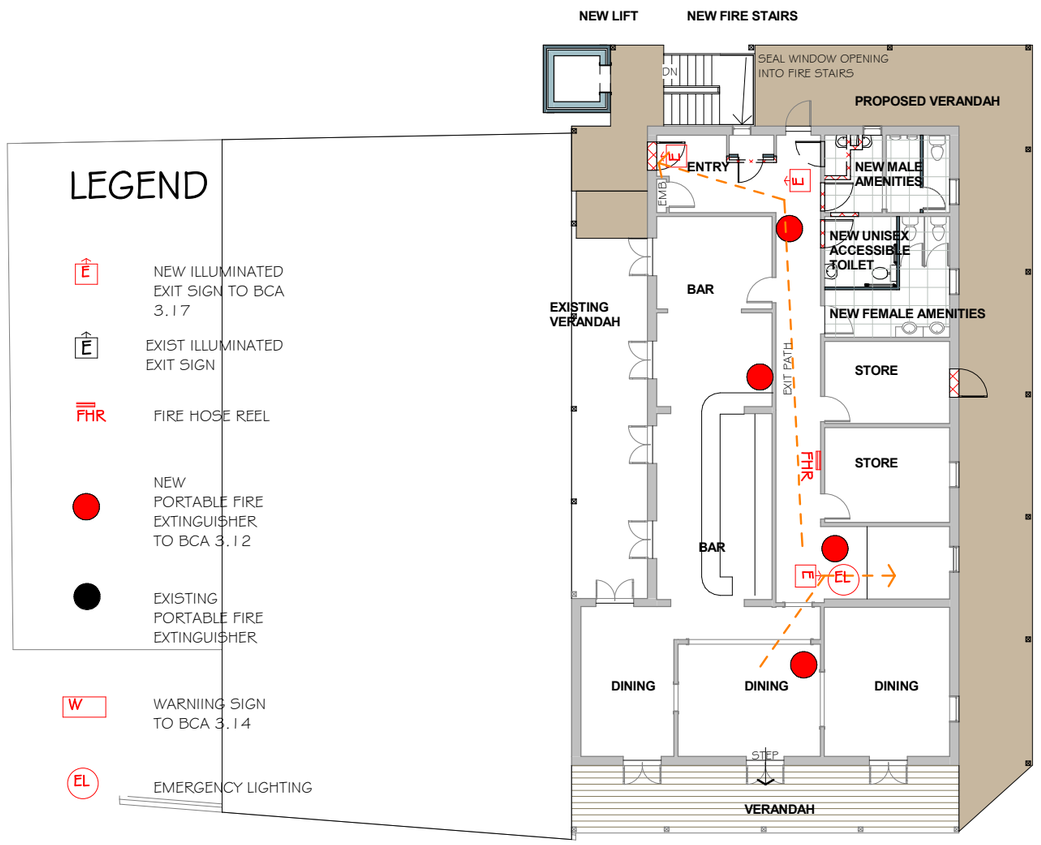


GROUND FLOOR PLAN fire safety



FIRST FLOOR PLAN fire safety

DEVELOPMENT APPLICATION

CONCEPT DRAWING NOT TO BE USED FOR CONSTRUCTION
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21 AUGUST 2024

HOTEL RENOVATIONS & ADDITIONS

13 BELLS LINE OF ROAD, NTH RICHMOND

1 : 200

DA5 1400

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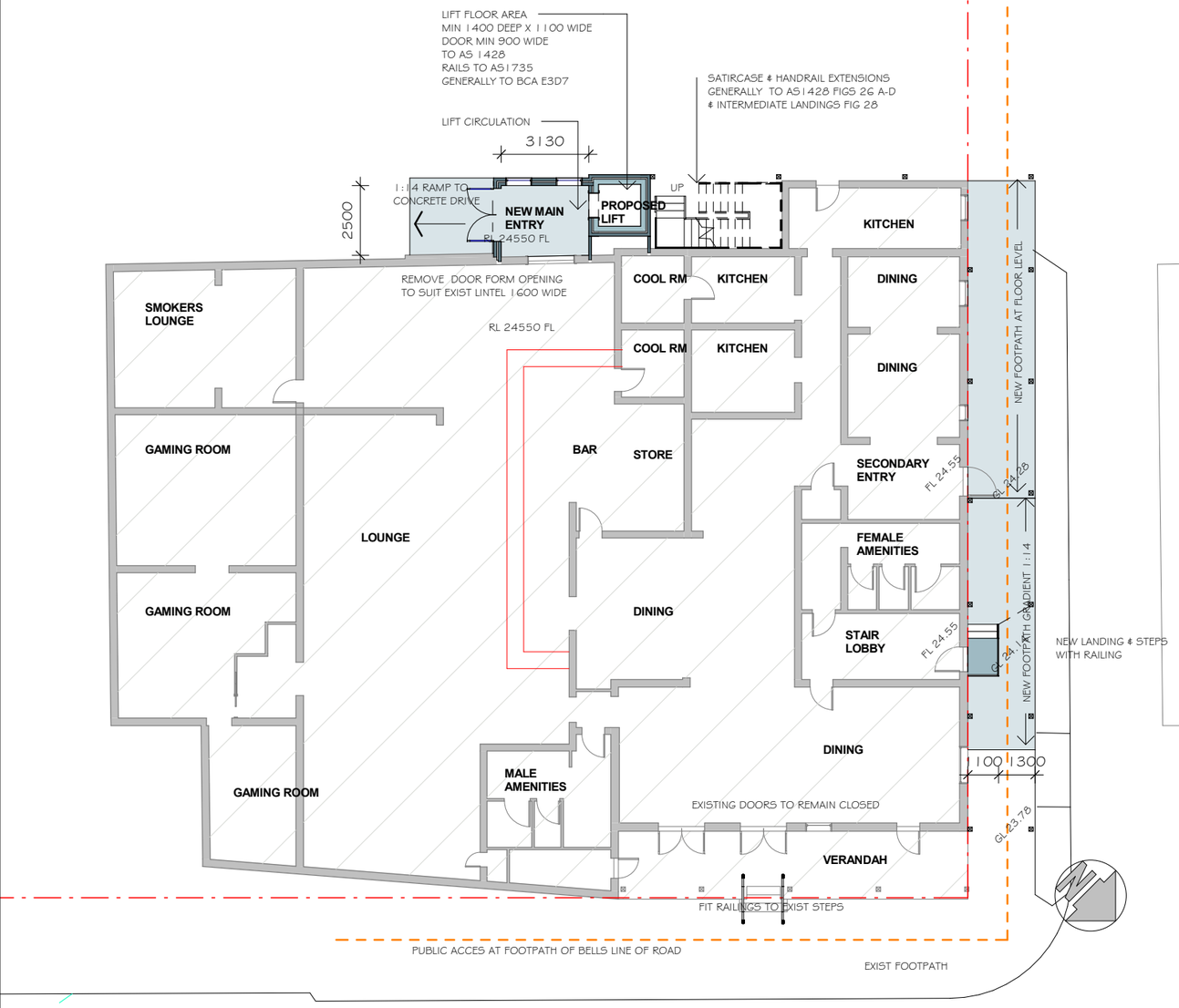
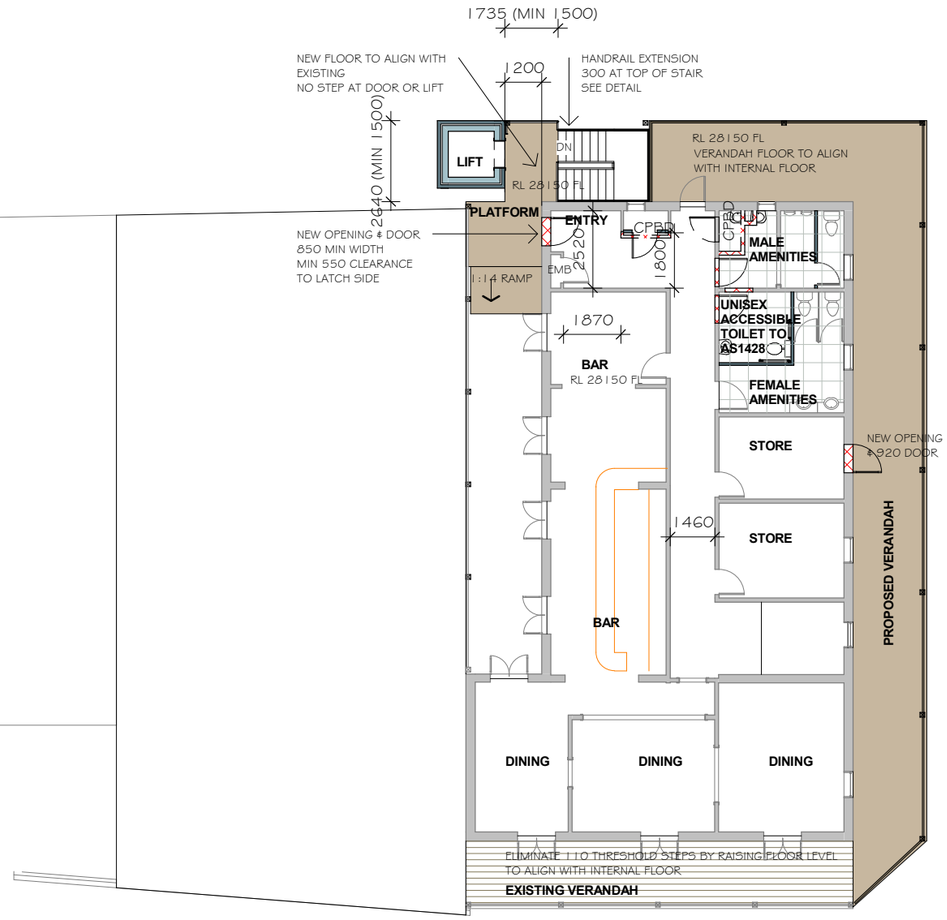




GROUND FLOOR PLAN Accessible requirements

FIRST FLOOR PLAN Accessible requirements

DEVELOPMENT APPLICATION

CONCEPT DRAWING NOT TO BE USED FOR CONSTRUCTION
DO NOT SCALE OFF DRAWING

21 AUGUST 2024

HOTEL RENOVATIONS & ADDITIONS

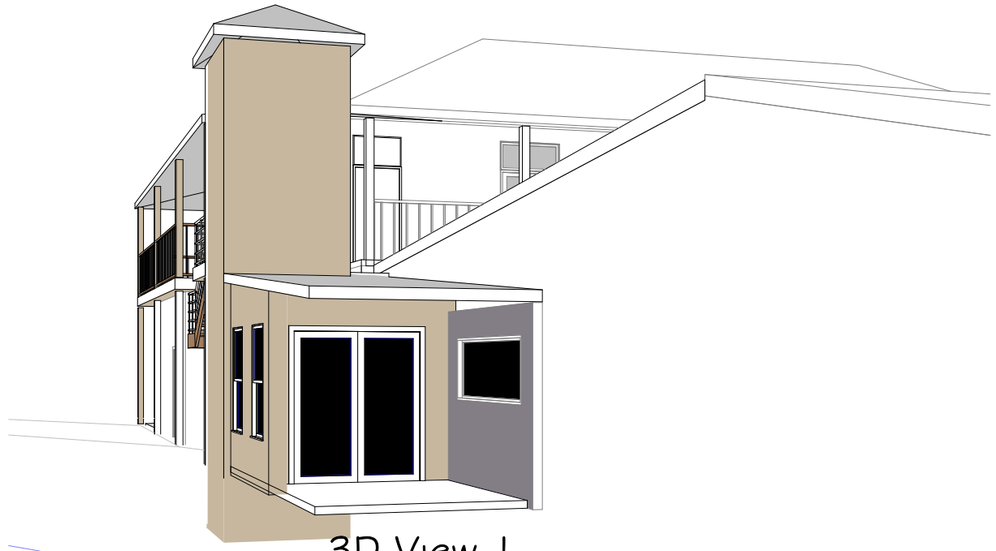
13 BELLS LINE OF ROAD, NTH RICHMOND

1 : 200

DA6 1400

A3

3D View 3



3D View 1

3D View 2

DEVELOPMENT APPLICATION

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DO NOT SCALE OFF DRAWING
21 AUGUST 2024

HOTEL RENOVATIONS & ADDITIONS

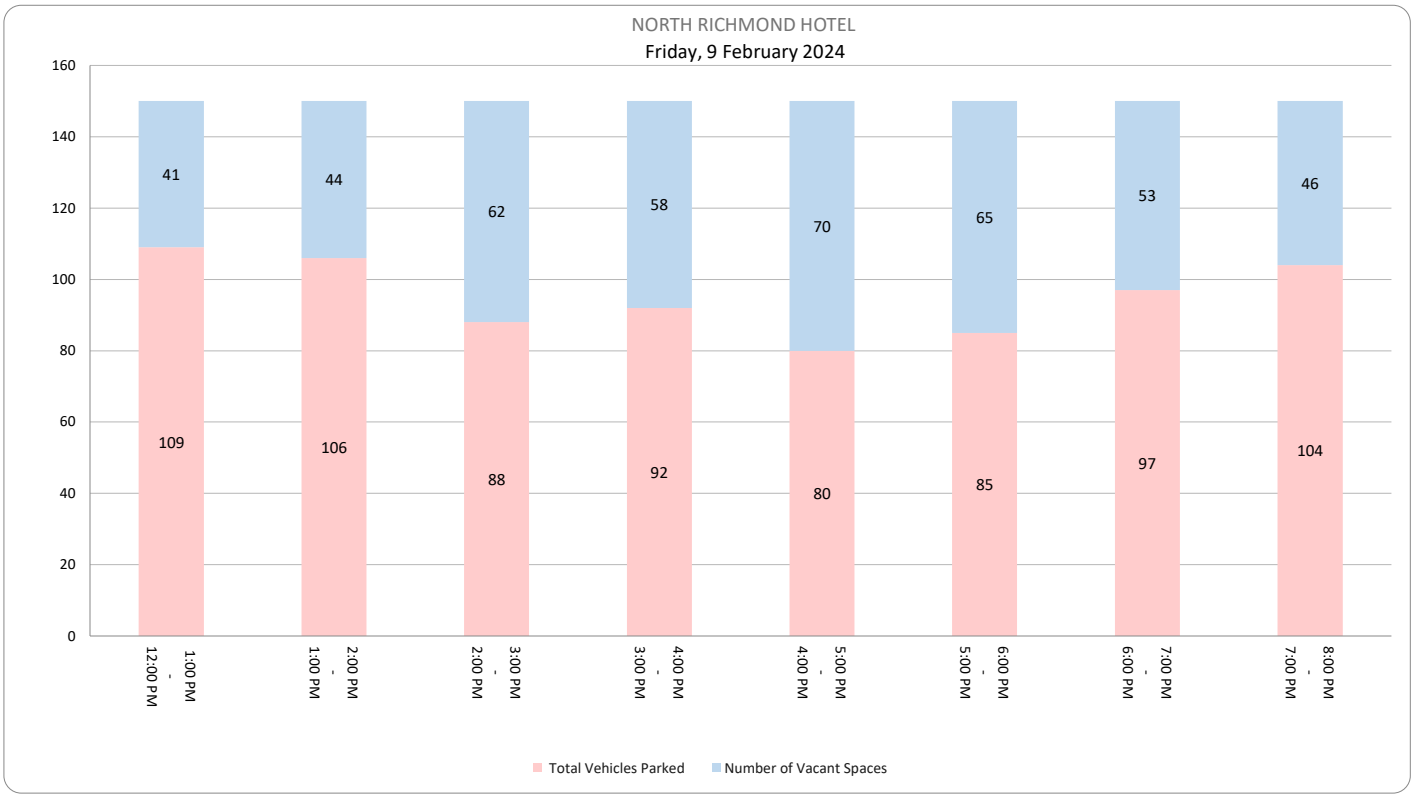
13 BELLS LINE OF ROAD, NTH RICHMOND

P 1400

Attachment 2

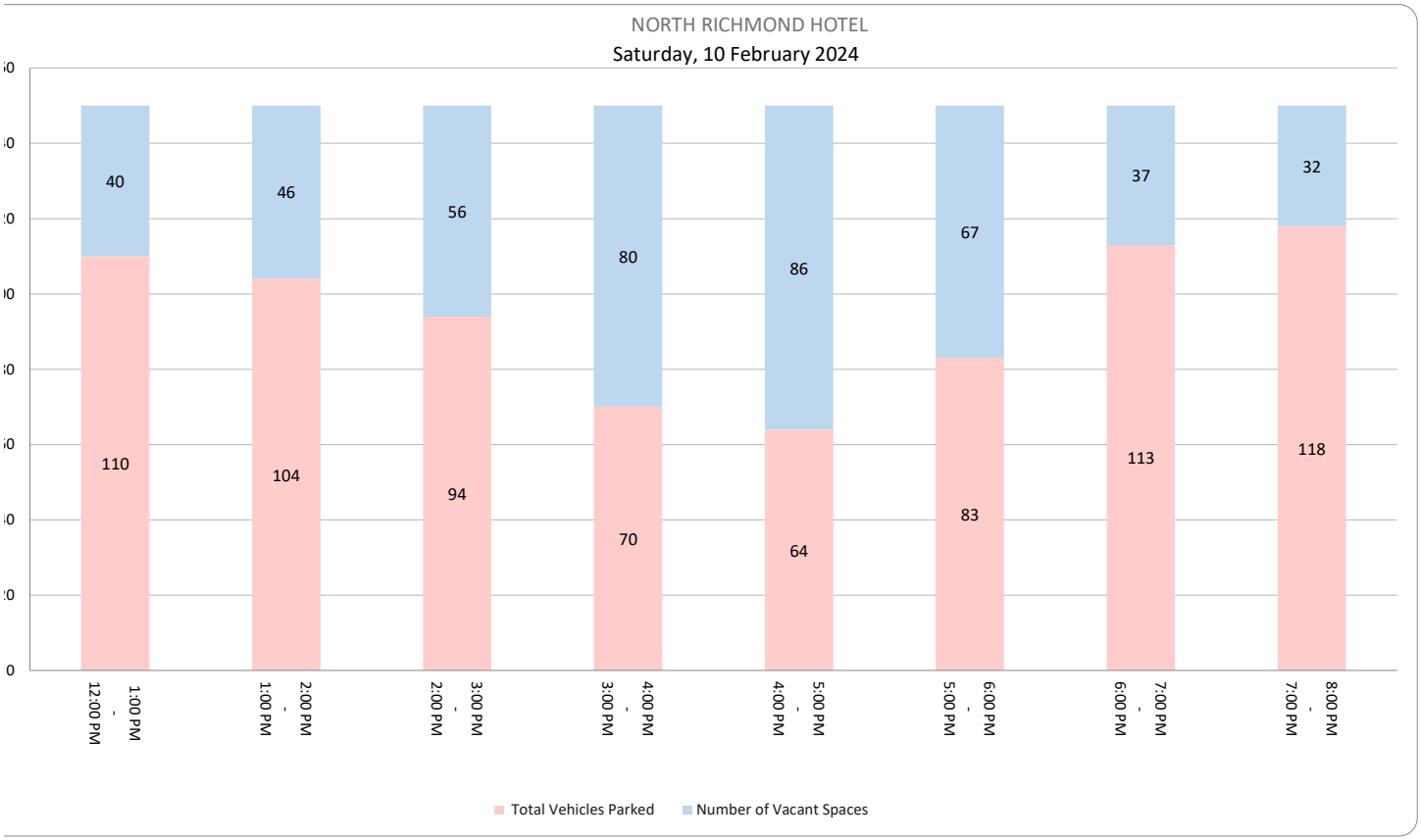
Location	NORTH RICHMOND HOTEL
Suburb	NORTH RICHMOND
Client	PDC
Job No/Name	24019
Survey Duration	8 HOURS
Day/Date	Friday, 9 February 2024

Zone	UID	Street Name	Parking Restriction	Capacity	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM	7:00 PM - 8:00 PM
S	S1	BP STATION PARKING	NO RESTRICTION	6	4	3	1	1	1	1	1	1
S	S2	BP STATION PARKING	NO RESTRICTION	5	3	3	3	2	3	1	1	1
S	S3	BP STATION PARKING	DISABLE	1	0	0	0	0	0	0	0	0
H	H1	NORTH RICHMOND HOTEL CARPARK	NO RESTRICTION	17	10	10	7	8	4	6	14	11
H	H2	NORTH RICHMOND HOTEL CARPARK	NO RESTRICTION	17	13	11	9	8	9	9	12	11
P	P1	PITT LANE	1P	12	5	3	7	8	6	7	6	7
P	P2	PITT LANE	NO RESTRICTION	7	4	5	4	4	5	4	2	5
A	A1	NORTH RICHMOND SHOPPING CENTRE - A	NO RESTRICTION	35	33	31	27	33	25	30	30	29
A	A2	NORTH RICHMOND SHOPPING CENTRE - A	LOADING ZONE	4	0	0	0	0	0	1	1	0
A	A3	NORTH RICHMOND SHOPPING CENTRE - A	DISABLE	1	1	1	1	1	0	1	0	0
B	B1	NORTH RICHMOND SHOPPING CENTRE - B	NO RESTRICTION	44	35	38	29	27	27	25	29	38
B	B2	NORTH RICHMOND SHOPPING CENTRE - B	DISABLE	1	1	1	0	0	0	0	1	1
		Total Vehicles Parked		**150**	**109**	**106**	**88**	**92**	**80**	**85**	**97**	**104**
		Number of Vacant Spaces			41	44	62	58	70	65	53	46
		% of Capacity Used			**72.7%**	**70.7%**	**58.7%**	**61.3%**	**53.3%**	**56.7%**	**64.7%**	**69.3%**



Location	NORTH RICHMOND HOTEL
Suburb	NORTH RICHMOND
Client	PDC
Job No/Name	24019
Survey Duration	8 HOURS
Day/Date	Saturday, 10 February 2024

UID	Street Name	Parking Restriction	Capacity	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM	7:00 PM - 8:00 PM
S1	BP STATION PARKING	NO RESTRICTION	6	2	1	2	3	1	2	1	1
S2	BP STATION PARKING	NO RESTRICTION	5	2	1	1	2	3	1	2	1
S3	BP STATION PARKING	DISABLE	1	0	0	0	0	0	0	0	0
H1	NORTH RICHMOND HOTEL CARPARK	NO RESTRICTION	17	16	13	10	7	8	7	14	15
H2	NORTH RICHMOND HOTEL CARPARK	NO RESTRICTION	17	8	9	8	7	8	11	12	13
P1	PITT LANE	1P	12	7	7	5	4	4	8	7	8
P2	PITT LANE	NO RESTRICTION	7	4	5	4	5	4	2	5	5
A1	NORTH RICHMOND SHOPPING CENTRE - A	NO RESTRICTION	35	33	31	33	24	16	23	30	35
A2	NORTH RICHMOND SHOPPING CENTRE - A	LOADING ZONE	4	0	0	1	0	0	0	1	1
A3	NORTH RICHMOND SHOPPING CENTRE - A	DISABLE	1	0	1	0	0	0	1	1	1
B1	NORTH RICHMOND SHOPPING CENTRE - B	NO RESTRICTION	44	37	36	30	18	20	28	39	37
B2	NORTH RICHMOND SHOPPING CENTRE - B	DISABLE	1	1	0	0	0	0	0	1	1
	Total Vehicles Parked		**150**	**110**	**104**	**94**	**70**	**64**	**83**	**113**	**118**
	Number of Vacant Spaces			40	46	56	80	86	67	37	32
	% of Capacity Used			**73.3%**	**69.3%**	**62.7%**	**46.7%**	**42.7%**	**55.3%**	**75.3%**	**78.7%**



Attachment 3

Drawing Prepared by

North

Swept Path Key
- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

Project
North Richmond Hotel

Project No
0921

Drawing Title
Swept Paths

Sheet Status
NOT FOR CONSTRUCTION

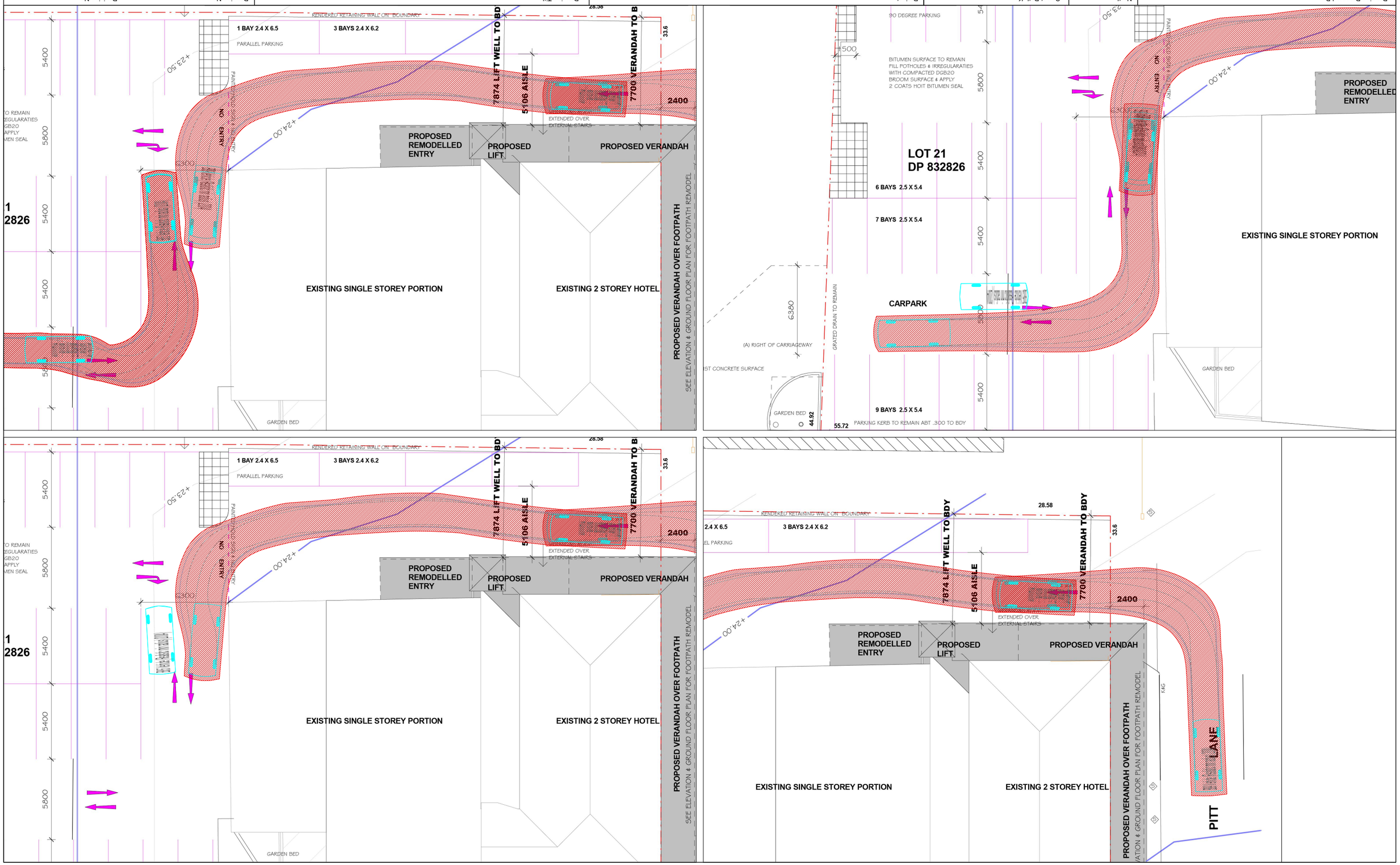
Scale
1:200 @ A3
0m 2 4 6 8

Drawing No.
001

Revision No.
-

Drawn By
HC

Date
13/09/2024



Drawing Prepared by

North

Swept Path Key
- Vehicle Wheel Path
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Project
North Richmond Hotel

Project No
0921

Drawing Title
Swept Paths

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
002

Revision No.
-

Drawn By
HC

Date
13/09/2024

Scale
1:500 @ A3

0m 5 10 15 20

8 BAYS 2.5 X 5.4
90 DEGREE PARKING
5400
500
BITUMEN SURFACE TO REMAIN
FILL POTHOLES & IRREGULARATIES
WITH COMPACTED DGB20
BROOM SURFACE & APPLY
2 COATS HOT BITUMEN SEAL
+23.50
PARALLEL PARKING
PAINTED HOLD SIGN & NO ENTRY
NO ENTRY
+24.00
7874 LIFT WELL
5106 AISLE
7700 VERANDAH
2400
ONE WAY
VERANDAH ROOF EXTENDED OVER EXTERNAL STAIRS
PROPOSED REMODELLED ENTRY
PROPOSED LIFT
PROPOSED VERANDAH
LOT 21
DP 832826
6 BAYS 2.5 X 5.4
7 BAYS 2.5 X 5.4
5800
6300
EXISTING SINGLE STOREY PORTION
EXISTING 2 STOREY HOTEL
PROPOSED VERANDAH OVER FOOTPATH
SEE ELEVATION & GROUND FLOOR PLAN FOR FOOTPATH REMODEL
K4G
LANE
PITT
CARPARK
6380
(A) RIGHT OF CARRIAGEWAY
EXIST CONCRETE SURFACE
GRATED DRAIN TO REMAIN
GARDEN BED